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Network Rail Final Representations for the proposed 88th Supplemental Agreement to the Track Access Contract between Network Rail Infrastructure Limited and DB Cargo (UK) Limited dated 11 December 2016.

This letter provides information that could be used as a final representation from Network Rail (NR) for the 88th Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and DB Cargo (UK) Limited (DB Cargo) dated 11 December 2016.

This representation builds upon the representations submitted by Network Rail for this application on the 28 June 2024, and the 14 March 2025 General Representation on Complex and/or Competing Applications interacting on Location ECML Kings Cross - Edinburgh and Leeds.

The latter of these letters provided important information to support ORR when it comes to making decisions on applications in this geography including context on the work in developing the ECML Policy, ECML Industry Task Force, key performance information, as well as updates on power supply assessment. The annexes to that letter include relevant information including Timetable Performance Analysis and ECML Power Supply Modelling and where there is specific relevance to this application, reference will be made in this representation.

The purpose of this final representation is to provide ORR with Network Rail's final position on this application (and the specific access rights within it) and will do so by providing facts, data and evidence to support our position.

Network Rail can confirm that based on the facts, data and evidence outlined in this representation and the ECML General Representation letter dated 14 March 2025, it is **partially supportive of this application**.

Where there are a number of applications seeking capacity at the locations referred to in this letter, and as detailed in Annex A, the basis of our support of applications either in total, or in part (as can be determined by reading the relevant representations), may have a connection to our position on all other applications at that location. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

Background of the Application and Network Rail Representations

In line with ORR's letter of 24 April 2024 to the industry on 'Competing and/or complex track access applications for December 2024, May 2025 and December 2025 timetable changes', DB Cargo submitted this application to the ORR on 20 May 2024 as a S22A application in line with ORR's deadline.

As requested by ORR, Network Rail submitted a High-Level Plan in June 2024, and a further detailed plan was published on Network Rail's website in August 2024 (and updated in January 2025). Network Rail made its initial Representations on this application on 28 June 2024 where an initial view of the application was provided. Further to this Network Rail issued a General Representation on the East Coast Mainline (ECML) to ORR dated 14 March 2025.

On 24 October 2024 ORR requested that Network Rail provide further representations for this application. Network Rail responded on 15 November 2024 with a further representation. In that representation we highlighted the following interactions:-

- 5 trains which use ECML (ORR listed location).
- 4 trains which pass through Sheffield and Derby - Sheffield (ORR listed locations)
- 13 potential interactions at Acton with the Devon & Cornwall Railway 2nd, Freightliner Heavy Haul 27th, Freightliner Intermodal 28th and GB Railfreight 34th Supplemental Agreements.
- 1 potential interaction at Tytherington with the Devon & Cornwall Railway 2nd, Supplemental Agreement.
- 2 potential interactions on Thameside (Ripple Lane, London Gateway and Tilbury) with the Devon & Cornwall Railway 2nd, Freightliner Heavy Haul 27th, Freightliner Intermodal 28th and GB Railfreight 34th Supplemental Agreements.
- 6 potential interactions on Teesside with the DRS 17th, Freightliner Heavy Haul 27th and FLIM 28th Supplemental Agreements
- 3 potential interactions in the Scunthorpe and Immingham areas with the Freightliner Heavy Haul 27th Supplemental Agreement.
- 1 confirmed interaction at Woodgrange Park with the Freightliner Intermodal 26th Supplemental Agreement.

At the time, Network Rail was unable to support any of the Rights due to the number of potential conflicts with other aspirations.

East Coast Mainline (ECML) General Representation Letter dated 14 March 2025

Network Rail can confirm that this application is seeking the proposed access rights at the interacting location ECML: Kings Cross – Edinburgh and Leeds and therefore the General Representation to ORR on the ECML dated 14 March 2025 is relevant to this application.

Whilst the entire letter is relevant to this application, we would like to highlight key points of that letter which are more pertinent to this application namely "Unused LNER Firm Directed Rights".

Unused LNER Firm Directed Rights

The ECML ESG Timetable does not include the Unused LNER Firm Directed Rights as stated in paragraph 5 in Network Rail's ECML General Representation letter to ORR dated 14 March 2025.

The ECML Timetable planned for introduction in December 2025 does not include 8 LNER firm rights Monday to Saturday, 7 firm rights Sunday Only, between London King's Cross and Leeds via Wakefield or Micklefield directed by ORR in 2016.

The specification for the LNER service to/from London King's Cross had been reduced from 6.5 trains per hour (tph) to 6 tph with agreement from the DfT in 2021. This reduction retained the 0.5 tph

London King's Cross – Middlesbrough service, albeit as far as York, with the 0.5 tph London King's Cross – Leeds service being descoped. ECML Programme Board on 21st March 2021 noted the recommendation from East Coast Route to defer the 0.5 tph London King's Cross – Leeds service, including the conditional outcome of journey time reduction between London Kings Cross and Leeds, to a post-ECML ESG [December 2025] future timetable change.

As of 14 March 2025 Network Rail have formally declared congested infrastructure on relevant routes between Huntingdon North Junction (Jn) and New England North Jn (Peterborough) and Doncaster Marshgate Jn and Leeds Copley Hill West Jn.

Work undertaken for the ESG has shown definitively that this 0.5 tph London King's Cross – Leeds service uplift cannot be accommodated alongside the other ESG outputs. As such the service cannot run in this timetable or future timetables, alongside the other industry endorsed aspirations without additional infrastructure and associated development activity, which is currently unfunded and uncommitted.

Congested Infrastructure

As stated in the ECML General Representation letter dated 14 March (paragraph 6) Network Rail has declared Congested Infrastructure for the December 2025 New Working Timetable for three lines of route on the ECML. None of the Rights sought in this application interact with these locations.

ECML Proposed December 2025 Timetable

As referred to in the ECML General Representation letter dated 14 March 2025, in February 2024 the ESG closed following an ECML Programme Board endorsement on 17 January 2024 to deploy the new ECML Timetable in December 2024, subject to the outputs of the completed performance modelling.

At the point in time of ORR's letter to the Industry on 24 April 2024, the Department for Transport (DfT) had accepted a recommendation from the Industry Timetable Assurance Project Management Office (PMO) to funders that the ECML ESG Timetable should be deferred from the December 2024 timetable change.

An ECML Industry Task Force (herein referred to as "the Task Force") commenced in June 2024 as an independently led executive-level cross-industry meeting that provides strategic direction for the work programme. The Task Force develops solutions to the problems of the new ECML Timetable, drives consensus on the outcome(s), and delivers recommendations for industry funders and specifiers.

On 17 October 2024 the Independent Chair of the Task Force wrote to the DfT to advise that the Task Force met on 10 October 2024, reviewed the considerations, issues, and risks, and recommended proceeding with implementation of the new timetable for ECML in December 2025. This was on the basis that the timetable is deliverable and meets the Task Force objectives that were set. Concerns were noted from GB Railfreight (representing themselves and other Freight Operating Companies), ScotRail and Transport Scotland. The Task Force recommendation was accepted by the DfT and subsequently endorsed by the Secretary of State in December 2024.

The Task Force had worked collaboratively up to 31 January 2025 to further de-risk the transition of the ECML ESG timetable from development to timetable production.

Advanced work completed by Network Rail Capacity Planning, to inform the December 2025 timetable risk, involved aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable (WTT) and associated Rolling Spot Bids (RSB). This process has highlighted that, despite previous timetable development work, the national freight and passenger timetable has evolved, and this work has been necessary to reduce

the risk that capacity decisions may need to be made during the timetable production period between D-40 to D-26.

Therefore, where in this letter and in the ECML General Representation letter we have referred to the proposed ECML December 2025 Timetable, we are referring to all of the timetable above namely, either full or in part, the:

- Timetable which was developed by the ECML ESG and later deferred in April 2024;
- Timetable where solutions were developed to the problems of the ECML Timetable as part of the Task Force;
- Advanced Timetable Work (undertaken between April and October 2024) to de-risk the transition of the ECML ESG timetable from development to timetable production; and
- Advanced work to inform timetable risk including aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids.

So where Network Rail highlight in this representation and the ECML General Representation letter (in the relevant annexes to that letter) whether the access rights sought on ECML in each application are as Network Rail expects in the proposed ECML December 2025 Timetable, we are referring to whether the access rights align to the above Timetable work which makes up the proposed ECML December 2025 Timetable.

Summary of Access Rights sought in this application

In their application and as a high-level summary DB Cargo is seeking:-

- 31 Firm Access Rights with 1 hour windows to commence on approval until PCD 2026. These trains are currently running under Contingent Rights dated until the end date of the December 2024 timetable and were granted these Contingent Rights in the DB Cargo 100th SA General Approval in line with the Interim Approach taken by Network Rail. There were three exceptions to this (6A41 MWFO-Y, 6A73 SX-Y and 4C95 SX) which were not included in the DB Cargo 100th Supplemental Agreement and DB Cargo have informed Network Rail they wish to withdraw them from this application.
- 1 amendment to an existing Firm Access Right (with 1 hour windows).

The Rights in this application are for a mix of Aggregates traffic in and around the London area, industrial coal traffic between Humberside and the Peak District quarries and metals traffic in the North East of England.

All Rights sought in this application are for train services which operate with diesel locomotives so there are no power supply concerns.

Without reference to those rights sought where we have detailed a rejection, removal, or where we understand rights are being relinquished, we would note the following of the remaining contents of this application:

- Six of the prospective access rights interact with the ECML and as a result of the development work undertaken by Network Rail are among the expected pattern of services that we are confident can be accommodated. In keeping with our approach to passenger applications we would look to the ORR supporting these without any significant changes to the characteristics and expression of rights sought - and further advice should be sought from Network Rail were the ORR to consider allocating the capacity concerned in any significantly different manner.
- Four prospective rights are in the Sheffield / Derby Sheffield area and our representations here will be consistent with our wider representations in respect of Eastern Region's consideration of passenger and freight applications.
- Fourteen prospective rights do cross into the geography of Western Route but are not at the specific Oxford and Gloucester geographies identified in ORR's initial call for applications at complex and potentially interacting locations.

- One prospective right crosses into the geography of North West & Central Route but is not at the specific Birmingham area, Birmingham to Derby and WCML South geographies identified in ORR's initial call for applications at complex and potentially interacting locations.

Rights supported

Where Network Rail is supportive of firm rights with one-hour arrival/departure windows; this is on the basis of the service being included in the May 2025 Timetable in an area where we have concluded our considerations of any other applications submitted in response to ORR's letter of 24th April (if they exist) and/or in the proposed December 2025 Timetable and with characteristics and timings consistent with the application (including where the right for a path extends to an outlying geography).

This recognises the significant industry-wide effort as described above and further set out in General Representation on the ECML dated 14th March 2025 to undertake the advanced timetabling work to de-risk the transition of the proposed December 2025 ECML timetable from development to timetable production, including advanced work to inform timetable risk including aligning cross boundary paths in the proposed December 2025 ECML timetable developed timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids. If characteristics are different, support will be on the basis of either a lesser capacity request or the associated WTT path characteristics.

This includes support for freight rights sought for services that are in the ECML proposed December 2025 Timetable and with characteristics and timings consistent with the application and that already run beyond the ECML geography.

Where a right application is aligned to a service in the May 2025 Timetable in an area where we have concluded our considerations of any other applications submitted in response to ORR's letter of 24th April (if they exist) and/or in the proposed December 2025 Timetable, with characteristics (e.g. trailing load) not consistent with the timetable paths and / or with timings outside of the requested windows Network Rail is supportive of firm quantum 24hr rights in order to maintain sufficient flexibility to accommodate the request while maintaining the flexibility to accommodate other applications at the relevant locations. If characteristics are different, support may be offered on the basis of either a lesser capacity request or the associated WTT path characteristics.

We have worked with all freight operators to understand and challenge the rights being sought in their applications and confirm the ongoing need.

Where we are supporting rights relating to existing traffic in this and other applications we would observe that if rights were not awarded by ORR, the paths would have to be removed from forthcoming timetables. Not only would outcome be inconsistent with the regulatory targets to support freight growth, it is likely that the business would not disappear and it could be reasonably expected that the freight operators would re-bid using the provisions in the model freight contract and the Network Code. In such instances freight operators are likely to require access to otherwise constrained capacity and the likely consequence would likely need to be considered by ORR if looking at any further or future interacting aspirations.

Rights withdrawn

Following further consultation with DB Cargo, they have informed Network Rail they wish to withdraw eleven of the Rights sought from this application. Network Rail understands DB Cargo have not provided an up-to-date application to Network Rail or the ORR. Three of these are being withdrawn by DB Cargo as they are no longer resourced. These are 6A41 (MWFO – Y), 6A73 (SX –

Y) and 4C95 (SX). Network Rail would not look to support a Right where there is no corresponding path in the Working Timetable.

The remaining eight Rights being withdrawn are for trains which are duplicated in the DB Cargo (UK) Limited 73rd Supplemental Agreement submitted to the ORR as a S22A. These eight are 6N40 (SX) and (SO), 6N53 (SX) and (SO), 6N31 (SX) and (SO), 6N80 (SO - Y) and 6N31 (SX – Y). For clarity, these eight Rights remain in the DB Cargo (UK) Limited 73rd Supplemental Agreement, These are all shown in Annex C.

Assurance / Assessments / Updates

The following section will address specific areas of consideration, opportunity and risk relevant to the application or where applicable to specific access rights in the application. Where the outputs relate to specific access rights instead of the application as a whole, this will be highlighted in the relevant section.

Industry Consultation

Industry Consultation for this application commenced on 24 May 2024, and concluded on 24 June 2024. One specific concern was raised by Cross Country for 6M63 (MO) Scunthorpe Trent TC – Hope Earles Sidings which they stated had a number of conflicts with other services. This service has been accommodated in the May 2025 timetable and is included in the proposed ECML December 2025 timetable. These conflicts no longer exist which resolves this concern.

Capacity

Annex B shows the Rights that Network Rail can support as Firm with a 1 hour window. All these trains have been accommodated into the May 2025 timetable and are in line with the proposed December 2025 timetable. The trains in this category are all running in the current timetable and meet the characteristics and timings consistent with the access rights requested in this application. Rights in the DB Cargo 88th SA currently present one unresolvable conflict against a service in DC Rail Ltd 2nd SA off ECML geography. The conflict is with an aspirational freight path which was submitted in a May 2024 application but has not been bid into the May 2025 or December 2025 (D-40) timetables. Network Rail will not be supportive of that conflicting right on this basis and will be addressed in the relevant representation letter.

Annex D shows five Rights that Network Rail can only support as a Quantum Firm (24 hour window) Right at the time of sending this letter. These Rights are proposed Quantum due to their characteristics being different to what was originally submitted and enables Network Rail to have maximum flexibility when developing the timetable: -

- The Right sought for 6A34 (SX - Y) Acton TC – West Drayton TC is for a 1800t timing load but the Working Timetable path is for a 2200t timing load. Network Rail would support the Firm Quantum Right with a 1800t timing load as requested in the application. DB Cargo have confirmed to Network Rail they would like to update the application with a 2200t timing load.
- The Right sought for 6M47 (MO) Westbury Up TC – Cricklewood Aggregates is-for a 05.31 - 06.31 arrival window but the Working Timetable path arrival time is at 11.29.
- The Right sought for 6D39 (MO) Immingham HIT – Scunthorpe Trent TC is for a Monday only Right but the Working Timetable paths is for an SX path. DB Cargo have confirmed they only want a Monday only Right which Network Rail would support as a Quantum Firm Right.
- The Right sought for 6M63 (MO) Scunthorpe Trent TC – Hope Earles Sidings is for a 1200t timing load but the Working Timetable path is for a 1800t timing load. Network Rail would support the Firm Quantum Right with a 1200t timing load as requested in the application

DB Cargo have confirmed to Network Rail they would like to update the application with a 1800t timing load.

- The Right sought for 6N80 (SO) Scunthorpe BSC – Tees NY is for a 3600t timing load but the Working Timetable path is for a 2200t timing load. Network Rail would support the Firm Quantum Right with a 2200t timing load.

DB Cargo have not responded to all our queries relating to these changes and, to our knowledge, DB Cargo have not provided an up-to-date application to Network Rail or the ORR. If DB Cargo cannot accept our support for a Quantum Firm Right then Network Rail cannot currently support this right with a 1 hour window as part of this representation.

Performance

For all freight applications, Network Rail has assessed the performance of each headcode against the following criteria:

- Right Time Departures - average above 80 % over 13 periods = pass
- FOC on Other Operators delay - less than 5 instances over 13 periods = pass

Two trains failed this criteria:

Journey	Trains Ran	RTD failure	RTD %	FOC on TP PfPI DM	FOC on TP Distinct TIN Count
6L72 ACTON T.C. TO DAGENHAM DOCK A.R.C.	190	80	57.90	169	11
6A34 ACTON T.C. TO WEST DRAYTON T.C.	77	39	49.40	27	7

These delays are due to congestion coming out onto the main line at Acton as a result of signalers holding trains due to perturbation on the network to avoid impacting on main line working. On that basis, Network Rail can continue to support Rights for these services given Network Rail is responsible for regulating these trains and DB Cargo should not be penalised for this.

Conclusion

In this representation letter we have confirmed that we can partially support the access rights sought in this application, either with Firm 1 hour windows or as firm quantum rights, with amendments to timing loads where relevant, as outlined in this representation, Annex B and Annex D.

This letter also confirms we do not support the access rights detailed in Annex C as the Operator has confirmed they will be withdrawing them from the application but have not yet done so, hence why Network Rail is not supporting.

Network Rail considers that this letter provides information that could be used as a final representation for this application and could enable the ORR to make a direction.

Yours sincerely



Jules Graham

Customer Relationships Executive

Annex A – Interacting Locations matrix

Operator/Application/Type	Status of Application	WCML	Birmingham	BHM-Derby	Derby	Sheffield	ECML&Leed	Oxford	Gloucester	Cardiff
Alliance Rail Cardiff - Edinburgh 17	Withdrawn	x	x	x	x	x	x		x	x
Avanti 3rd SA 22a	Live	x	x							
Avanti 11th SA 22A	Withdrawn	x	x							
Avanti 14th SA 22A	Withdrawn	x	x							
Avanti 17th SA 22a	Live	x	x							
Avanti 18th SA 22a	Live	x								
Caledonian Sleeper 9th SA 17	Live	x	x				x			
Colas 10th SA 22a	Live			x	x	x	x			x
CrossCountry 38th SA 22a	Live		x	x	x	x	x	x	x	x
DBC 72nd SA 22a	Live				x	x	x			
DBC 73rd SA 22a	Live				x	x				
DBC 79th SA 22a	Live			x			x	x		x
DBC 81st SA 22a	Live		x	x	x	x	x	x	x	x
DBC 86th SA 22a	Live					x	x			
DBC 87th SA 22a	Live		x	x	x	x	x		x	x
DBC 88th SA 22a	Live				x	x	x			
DBC 83rd SA 22a	Live	x								
DBC 84th SA 22a	Live							x		
DBC 85th SA 22a	Live									
DBC 91st SA 22a	Withdrawn	x								
DBC 92nd SA 22a	Live									x
DCR 2nd SA 22a	Live	x	x	x	x		x	x		
DRS 17th SA 22A	Live	x	x	x	x	x	x		x	x
EMR 19th SA 22A	Live						x			
EMR 20th SA 22A	Live				x	x	x			
EMR 21st SA 22A	Live				x	x	x			
FLHH 24th SA 22A	Live	x						x		
FLHH 25th SA 22A	Live	x	x	x	x	x	x	x	x	
FLHH 26th SA 22A	Live				x	x	x			
FLHH 27th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLHH 28th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLIM 21st SA 22A	Live		x	x	x	x	x			
FLIM 22nd SA 22A	Live		x	x	x	x	x			
FLIM 23rd SA 22A	Live	x	x							
FLIM 24th SA 22A	Live	x	x	x	x	x	x			
FLIM 25th SA 22A	Live	x	x	x		x	x	x		x
FLIM 26th SA 22A	Live	x			x	x	x	x		x
GBRf 25th SA 22a	Live	x	x	x	x	x	x	x		
GBRf 34th SA 22a	Live	x	x	x	x	x	x	x	x	x
GBRf 41st SA 22A	Live						x			
Govia Thames Railway 62nd SA 22A	Live						x			
Govia Thames Railway 63rd SA 22A	Live						x			
Grand Central 24th SA 22A	Directed by ORR						x			
Grand Central 28th SA 22A	Live						x			
GWR 201st SA 22a	Live							x	x	
GWR 202nd SA 22a	Live								x	
Hull Trains 27th SA 22A	Live					x	x			
Hull Trains 28th SA 22A	Directed by ORR						x			
Hull Trains 29th SA 22A	Live						x			
LIS 2nd SA 22a	Live						x			
LNER 34th SA 22A	Live						x			
LNER 35th SA 22A May '28	Live						x			
LNER 36th SA 22A	Live						x			
LNER 37th SA 22A	Rights were being sought until Dec 2025 so not included in analysis						x			
LNER 38th SA 22A	Live						x			
Lumo 11th SA 22A	Live						x			
Lumo 12th SA 22A	Live						x			
Lumo London-Rochdale New Contract S17	Live	x								
Northern 57th SA 22	Directed by ORR (some of the access rights in this application were withdrawn before direction and added to the Northern 60thSA)				x	x	x			
Northern 59th SA 22a	Live					x	x			
Northern 60th SA 22a	Live					x	x			
Scotrail 49th SA 22a	Withdrawn						x			
Scotrail 50th SA 22a	Live						x			
Scotrail 51st SA 22a	Live						x			
Super Tram 11th SA 22a	Live					x				
TFW 28th SA 22a	Live		x	x					x	x
TFW 31st SA 22a	Live								x	x
TFW 32nd SA 22a	Live									x
TPT 58th SA 22a	Live					x	x			
TPT 62nd SA 22a	Rights were being sought until Dec 2025 so not included in analysis						x			
TPT 63rd SA 22a	Live						x			
TPT 64th SA 22a	Live					x	x			
TPT 65th SA 22a	Live						x			
Varamis 2nd SA 22a	Live	x	x				x			
Virgin New Contract 17	Live	x	x							
WMT 22nd SA 22A	Live		x	x						
WMT 28th SA 22A	Live		x	x						
WMT 30th SA 22A	Withdrawn		x	x						
WMT 31st SA 22A	Withdrawn		x							
WMT 32nd (29th) SA 22A	Live	x	x	x						
WSMR New Contract 17	Live	x	x	x						

Annex B – Rights that Network Rail can support as Firm with a 1 hour window

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6A75	SX	14:41	15:41	WEST DRAYTON T.C.	ACTON T.C.	15:08	16:08
6L72	SX	17:56	18:56	ACTON T.C.	DAGENHAM DOCK A.R.C.	19:37	20:37
6M50	SO	06:01	07:01	ACTON T.C.	CRICKLEWOOD AGGREGATES DBC	06:32	07:32
6V12	MSX	00:07	01:07	DAGENHAM DOCK A.R.C.	ACTON T.C.	01:17	02:17
6V12	SO	00:07	01:07	DAGENHAM DOCK A.R.C.	ACTON T.C.	01:23	02:23
6M47	WO	00:41	01:41	WESTBURY UP T.C.	CRICKLEWOOD AGGREGATES DBC	05:31	06:31
6M47	ThO	00:41	01:41	WESTBURY UP T.C.	CRICKLEWOOD AGGREGATES DBC	05:35	06:35
6V10	SX	17:25	18:25	CRICKLEWOOD AGGREGATES DBC	WESTBURY DOWN T.C.	20:40	21:40
NOT USED 6M94	SX	19:29	20:29	ACTON T.C.	NEASDEN ENGINEERS SDGS	19:53	20:53
4E31	MO	23:52 (SUN)	00:52	HOPE (EARLES SIDINGS) DBS	IMMINGHAM HUMBER IMPORT TERML	02:26	03:26
4E33	WO	14:48	15:48	HOPE (EARLES SIDINGS) DBS	SCUNTHORPE TRENT T.C.	17:06	18:06
4D39	FO	19:36	20:36	SCUNTHORPE TRENT T.C.	IMMINGHAM HUMBER IMPORT TERML	20:33	21:33
6D39	FO	22:33	23:33	IMMINGHAM HUMBER IMPORT TERML	SCUNTHORPE TRENT T.C.	23:26	00:26
6M39	SO	00:33	01:33	SCUNTHORPE TRENT T.C.	HOPE (EARLES SIDINGS) DBS	02:38	03:38
6N83	MX - Y	23:45 (SX)	00:45	TEES N.Y.	LACKENBY B.S.C.	00:15	01:15
6N90	SO - Y	21:31	22:31	TEES N.Y.	LACKENBY B.S.C.	21:59	22:59

Annex C – Rights that DB Cargo have notified Network Rail will be withdrawn from the application but have yet done so

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
NOT USED 6A41 6A41 6A41	MWFO - Y	11:48	12:48	ACTON T.C.	WEST DRAYTON T.C.	12:57	13:57
6A73	SX - Y	16:54	17:54	WEST DRAYTON T.C.	ACTON T.C.	17:15	18:15
NOT USED 4C95	SX	06:09	07:09	WESTBURY DOWN T.C.	TYTHERINGTON	08:30	09:30
NOT USED 6N40	SX	13:20	14:20	TEES N.Y.	SKINNINGROVE B.S.C.	14:27	15:27
6N40	SO	13:27	14:27	TEES N.Y.	SKINNINGROVE B.S.C.	14:25	15:25
6N53	SX	15:37	16:37	SKINNINGROVE B.S.C.	TEES N.Y.	16:34	17:34

6N53	SO	15:40	16:40	SKINNINGROVE B.S.C.	TEES N.Y.	16:37	17:37
NOT USED 6N31	SX	07:16	08:16	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C.	11:53	12:53
6N31	SO	07:17	08:17	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C.	11:48	12:48
6N80	SO - Y	18:14	19:14	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C.	21:59	22:59
6N73	SX SX - Y	19:33:00 20:16	20:33:00 21:16	SCUNTHORPE B.S.C.(ENT.C.)	LACKENBY B.S.C	23:25:00 23:14	00:25:00 00:14

Annex D – Rights that Network Rail can support as Firm Quantum with a 24 hour window (subject to amended timing loads)

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
6A34	SX - Y	08:47	09:47	ACTON T.C.	WEST DRAYTON T.C.	10:23	11:23
6M47	MO	22:55	23:55	WESTBURY UP T.C.	CRICKLEWOOD AGGREGATES DBC	05:31	06:31
6D39	MO	04:39	05:39	IMMINGHAM HUMBER IMPORT TERML	SCUNTHORPE TRENT T.C.	05:35	06:35
6M63	MO	06:24	07:24	SCUNTHORPE TRENT T.C.	HOPE (EARLES SIDINGS) DBS	09:26	10:26
6N80	SO - Y	18:14	19:14	SCUNTHORPE B.S.C.(ENT.C.)	TEES N.Y.	21:40	22:40